

GELOGY

File No. 8-1919

G. R. S. IX-5]

8-19

Previous references.

Geol (16 to 24, 27 & 28)

1919:20

(Geol)

File No. 8-19

Serial Nos. 31

Later references.

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GENERAL AND REVENUE SECRETARIAT

Serial Nos.

One

Part B for April 1920

SUBJECT.

Report of fatal accidents in
the mines in the State

Don
22/4

1919

168/16

GENERAL AND REVENUE SECRETARIAT.

(1000)

NOTES.

File No. 8-19

FILE HEADING.

Report of fatal accidents in the mines in the State.

From

The Deputy Commissioner, Kolar District

No. 346

Dated 27-3-20.

Received 31-3-20.

Diary No. 16966

Enclos. 2

Spare Copies.

Serial No. 31

BRIEF ABSTRACT OF LETTER.

Forwards a copy of his memo of 17-2-20 regarding the accident which occurred in the New Circular Shaft, Kumbhdroog Mine on 4-1-20, together with a copy of a letter of 10-3-20 from the Chief Inspector of Mines to the Special Magistrate, K.G.D. in his name & requests that, if the suggestions contained in the memo concerned themselves, necessary instructions may be issued with a view to minimizing the chances of occurrence of such fatal accidents in future.

NOTES AND ORDERS.

Submitted for orders.

AAS.
8-4-20. 16

The instructions of the Magistrate have already been conveyed to the Chief Inspector of Mines

and the latter, who is a specialist in his line of work, has given

7

his views as to how far the safeguards advocated could be

16966

G. R. S. III-2]

General and Revenue
Secretariat.

Gen (File No. 8

of 1914.

Serial
No.

carried out in practice Whether in spite of this the
same instructions should now be conveyed with all
the authority of Govt. is a matter for consideration.

(1st Member)

Merely record

Dec.
8/4/20

4/7.

214
9/4/20

in AM

B

19/4

NOTE—Contn. sheet.

Geol 8-19-31

Office of the District Magistrate,
Kolar District.

Dated Kolar, the 27th March 1920.

From

Page 346
19 20
Hd. Zahiruddin Mecci, Esquire, B.A.,
Deputy Commissioner, Kolar District.

To

C. S. Balasundaram Iyer, Esquire, B.A.,
Chief Secretary to the Government of Mysore
Bangalore.

Sir,

With reference to Government Proceedings No:G.18077
Geol.8-19-27 dated the 6th ultimo, recording that the accident
which occurred in the new circular Shaft, Nundyalooog Mine on
the 4th January 1920, was a most unfortunate occurrence, I
have the honor to forward herewith for information a copy of
my memo No:J.C.346 dated the 19th February last on the subject,
prepared after a personal inspection of the place together with
a copy of letter No: 889 dated the 10th instant, from the Chief
Inspector of Mines to the Special Magistrates, Kolar Gold Fields
in the matter. If the suggestions contained in the memo under
reference commend themselves to you, I request that necessary
instructions may be issued in view to minimize all possible chances
of the occurrence of such fatal accidents in future.

I have the honor to be,
Sir,
Your most obedient servant,
S. Shanmugam
Treasury Assistant Commission
For District Magistrate,
Kolar District.

S.R.

FromThe District Magistrate,
Kolar District.**To**The Chief Secretary to the Govern-
ment of Mysore Bangalore.**Dated** the 27th March 1920.**Despatched****Received****General No.**
No.**Enclosure No.**Subject.

Suggesting some remedy to
minimize accidents in the New
Circular Shaft, Mandydroog Mine
Kolar Gold Fields.

ms.
31-5-20
- 3-20

ms. A/Ks

16966

DIARY NO.

19	-19
SECTION	
FILE NO	
REMARKS	

Confidential.

Office of the Deputy Commissioner, Kolar District.

Dated Kolar, the 19th February 1920.

Reference:- Memo dated 28th January 1920, from the Special Magistrate, Kolar Gold Fields, forwarding copy of his letter of the 26th January 1920 to Mr. L.H. Beckwith, Officiating Chief Inspector of Mines in Mysore, regarding accident No: 1 of 1920.

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The Special Magistrate is requested to ascertain and intimate to the undersigned what action was taken by Mr. Beckwith on his letter referred to above.

In para 52 of his report, Mr. Beckwith explains that the articles found within the valve viz: lid of a cigarette box with a spring wire (6 inches long) attached to it, two small pieces of the same lid and a washer, could only have come in through the steam pipe, that "it is just possible that they may have been thrown by a cleaner boy into a -- steam pipe of a boiler when it was disconnected for the - boilers to be scaled." During the course of the inspection of the scene of occurrence by the undersigned and the enquiries made, it was ascertained that it has been the practice to employ a number of young boys for the purpose of cleaning pipes boilers&c. which as was stated at the time by --- Mr. Beckwith, is the only probable explanation of the presence of the articles referred to above. He says that "it is also just possible that such a light article could have come from the boiler when priming took place." He adds that "the valve itself had not been opened for a year" and that "it is most unlikely that such a thing could have been dropped in by the fitters and not noticed, though it is possible that the washer might have got in that way."

Though precaution is stated to have since been

adopted by placing a separator between the boiler and the valve to prevent solid articles and water from getting - through to the valve, yet it seems very necessary that some more effective safeguards should be provided to prevent -- similar articles finding their way into the valve or other part of the machinery when it is being cleaned, and refitted, by making a responsible officer of the Mines concerned to certify that it was cleaned and refitted in his presence and that none but adults of good character were allowed to take part in the process. Such an additional precaution appears to me very necessary to prevent similar ^{and} disaster in future.

A more important thing seems to be the proper fastening of the Bowk to the Hook. From the description of the hook given in para 15 of Mr. Beckwith's report it is clear that the hook is so designed that unless the springs on each side of the tongue of hook are pressed and until the pin which holds the lever in place is removed, the tongue will not open, even though the catches have been withdrawn by pressing the springs. Mr. Bocquet has also stated after examination of the hook that "he is satisfied that no accidental disconnection can take place between the rope and the Bowk, given that they are examined regularly and are kept in order". I have also seen the hook, and it seems to me that no amount of impact can release its tongue and disconnect the Bowk. It seems to me that the Bowk was not properly fastened to the hook, that it was raised with the tongue half open on the strength of the pin and that one of the men riding the Bowk realising that there was to be an overwind tried to hold the pin by mistake and in so doing pulled it out with the result that the Bowk was immediately detached and precipitated with a crash.

To prevent such a mishap, two things seem very

necessary: Viz:-

(1) Some responsible official of the Mine must be *made* ~~able~~ to certify when the Bowk is fastened to the hook each time that it is done properly. This duty should not be left to an ordinary Maistry or workman.

(2) Thehook should be beyond the reach of the men riding in the Bowk.

I request you to inform the Chief Inspector of Mines of my views, for necessary action and intimate the result of the action taken.

MD. ZAHIRUDDIN MECCI,
District Magistrate,
Kolar District;

MD

"Copy"

S. Shanmugam

For District Magistrate,
Kolar District.

MD

Copy of letter No:889 dated 10-3-1920, from the Chief Inspector of
Mines in Mysore, to the Special Magistrate, Kolar Gold
Field.

With reference to your memo dated 5th instant, forwarding
copy of letter No:R.J.C.346 dated 19th February 1920, from the
District Magistrate, Kolar District, I have the honor to state
that no action was taken on the letter from the Special Magis-
trate, Kolar Gold Field, beyond again informing the Superin-
tendent, (this had already been done) that driver Wilson should
not be employed on this winding engine unless all those working
in the Shaft, *Europeans and Indians were agreeable to*
his doing so. -

The Superintendent, stated that he did not intend
Wilson to drive this engine, having three engine drivers but
that, should one leave or fall sick he considered it would be
much safer to employ Wilson than a new man; but that he would
not do so unless he were approved of by the Sinkers and had a
Certificate from the Chief Medical Officer that his nerves were
in good order.

With reference to the remarks of the District Magistrate,
(1) I am of opinion that the installing of ~~the~~ separator between
the boiler and the governor valve is quite sufficient to prevent
solid articles finding their way into the valve.

(2) As will be seen by my report in future the chargeman
a European on each Shift, ~~is~~ to be held responsible for the pro-
per fastening of the hook from the moment he takes over charge
until the moment he hands over charge to his reliever.

The Acting Superintendent has undertaken to put up a notice
at the Shaft top stating that the chargeman is wholly responsible
for the safety of the men during his shift.

I do not agree with his suggestion that the hook should be
beyond the reach of the men riding in the bowk. It would render
the act of changing the hook from one bowk to the other in the
sink much more difficult.

" C O P Y "
S. Channarayana
For District Magistrate,
Kolar District.